

Honolulu Rail Transit Project



Honolulu Rail Transit Project Presentation

Traditional Cultural Properties

February 12, 2011

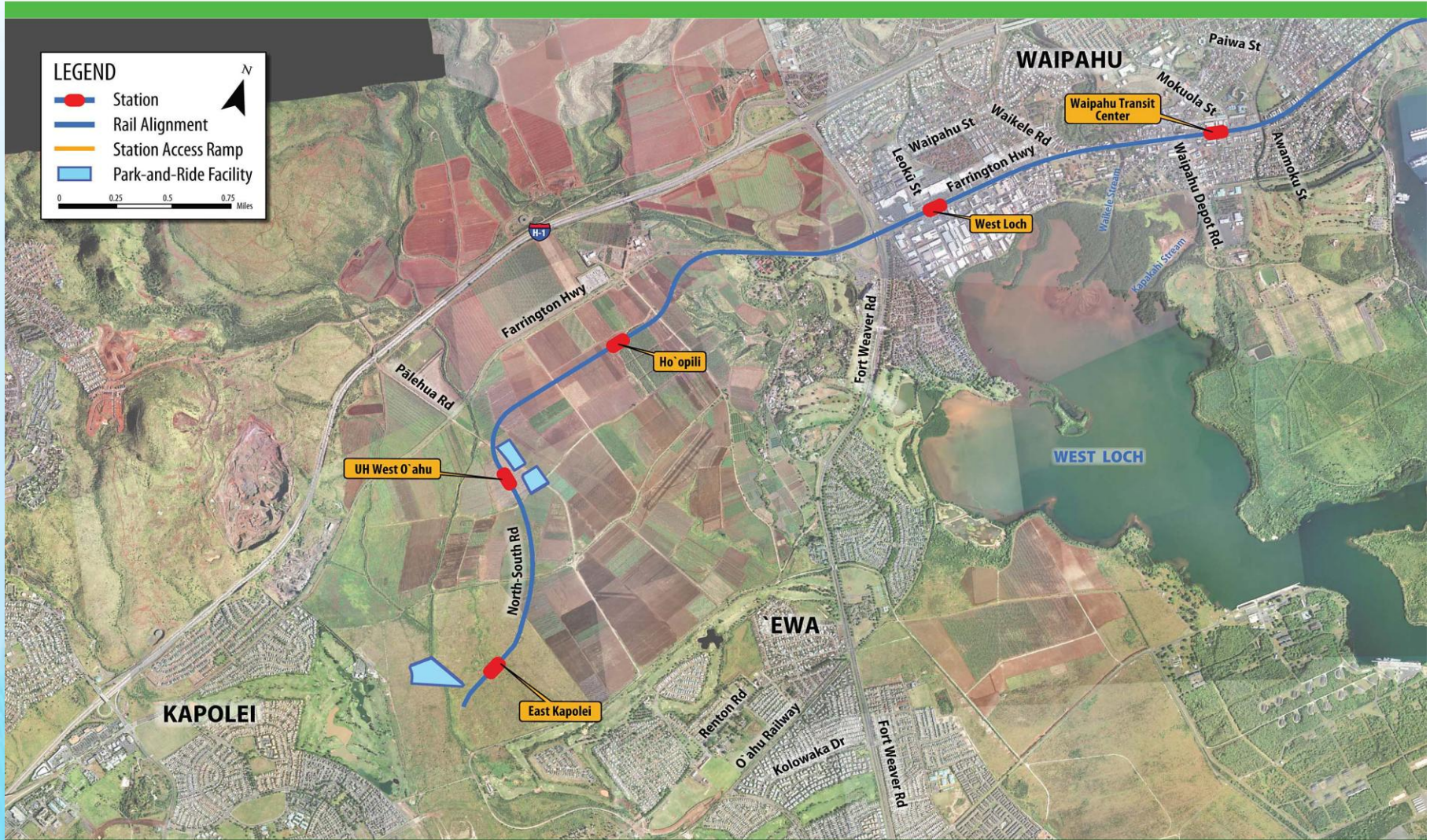


20-Mile, 21-Stop Route

East Kapolei to Ala Moana Center



EAST KAPOLEI to WAIPAHU TRANSIT CENTER



www.HonoluluTransit.org

LEEWARD COMMUNITY COLLEGE to HONOLULU INTERNATIONAL AIRPORT



www.HonoluluTransit.org

LAGOON DRIVE to ALA MOANA CENTER


www.HonoluluTransit.org

Operating Details

- **When will trains run?**
 - From 4 a.m. to Midnight
 - Every 3 minutes during morning and afternoon rush hour
 - Every 6 minutes during mid-day hours
 - Every 10 minutes during evening hours
- **How fast will trains travel?**
 - Over 55 mph top speed
 - 30 mph average with stops



Operating Details

- **How much will a ride cost?**
 - Same as TheBus; one-way transfers valid on both
- **How do I get to a rail station?**
 - Bus circulators will connect communities to the fixed stations
 - Every station will have bus stops, bike racks and sidewalks
 - Four stations will feature park-and-rides totaling 4,100 parking spaces



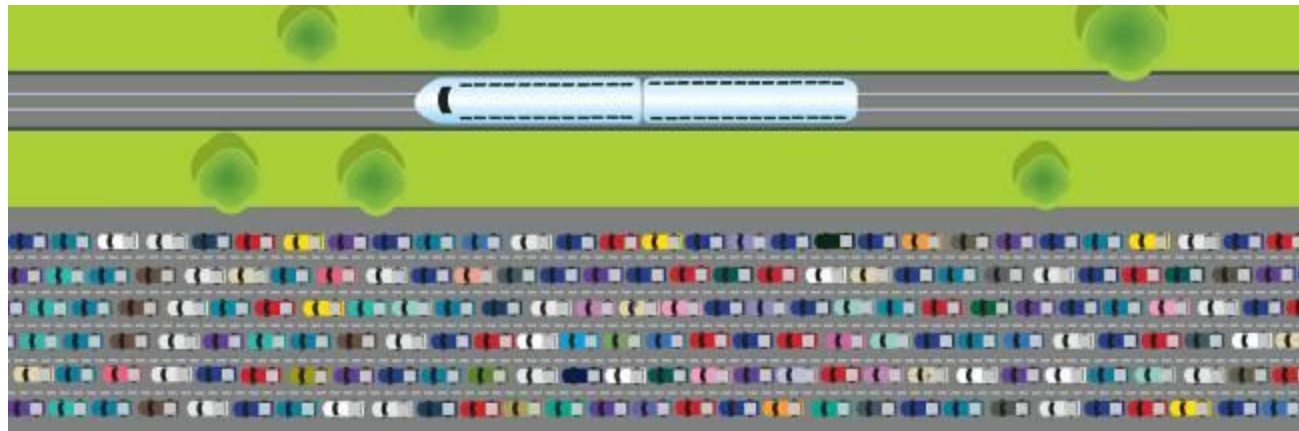
Travel Times to Ala Moana Center

To:	Time:
East Kapolei	42 minutes
Leeward Community College	29 minutes
Aloha Stadium	21 minutes
Honolulu International Airport	16 minutes
Kalihi	10 minutes
Kapalama (HCC)	8 minutes
Downtown	4 minutes
Kaka`ako (Ward)	2 minutes

PROJECT BENEFITS

Transportation Benefits

- Estimated 116,000 average weekday ridership in 2030
- Reduced traffic delay by 18% in 2030
- Estimated 40,000 fewer vehicles on the road in 2030



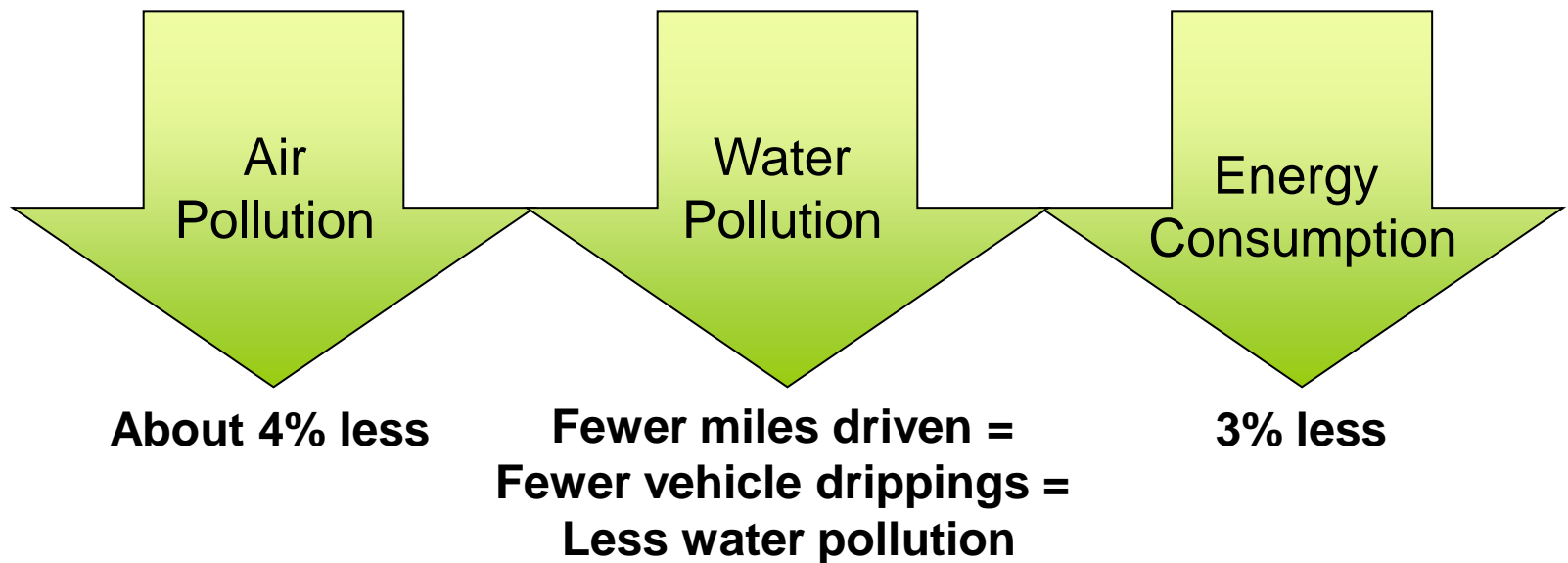
Economic Benefits

- Approximately 10,000 jobs each year attributed to rail construction
- Along with TOD, rail will infuse our economy with Billions of Dollars in the next decade.
- Rail will be Hawaii's single largest job creator
- Supports City of Kapolei as urban center
- Redevelopment around stations



Environmental Benefits

- REDUCED because of rail:



Data source: Final Environmental Impact Statement, June 2010

PROJECT TIMELINE & NEXT STEPS

Project Schedule Checklist

- Transit Surcharge Passed – 2005
- Alternatives Analysis – 2006
- Locally Preferred Alternative – 2006
- Selection of Technology – 2008
- Draft Environmental Impact Statement – 2008
- Selection of Airport Alignment – 2009
- Preliminary Engineering – 2009
- Final Environmental Impact Statement – 2010
- Governor Accepts Final EIS – 2010
- Record of Decision – 2011
- Groundbreaking – 2011
- Creation of Transit Authority – 2011

Record of Decision

- Record of Decision (ROD) issued by the Federal Transit Administration (FTA) on January 18, 2011
- Concludes the Federal environmental review process for the project – National Environmental Policy Act (NEPA)
- Allows the project to proceed towards construction

Federal Funding

- Federal New Starts Project Planning & Development Program funds fixed guideway projects that utilize and occupy a separate right-of-way for the exclusive use of mass transportation.
- \$1.55 Billion in federal tax dollars returning to Hawaii for the project

Next Steps

- Groundbreaking → Construction
- Creation of Transit Authority – “Honolulu Authority for Rapid Transportation” (HART)



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

Honolulu Authority for Rapid Transportation (HART)

- Voters approved a Charter Amendment for the formation of a transit authority in November 2010.

“Shall the revised City Charter be amended to create a semi-autonomous public transit authority responsible for the planning, construction, operation, maintenance, and expansion of the City’s fixed guideway mass transit system?”

What is a Transit Authority?

- Semi-autonomous; responsible for the planning, construction, operation, maintenance, and expansion of the City's fixed guideway mass transit system
- Appointed board of business and transit leaders
- Timely and efficient management
- Honolulu Authority for Rapid Transportation (HART) to be established by July 1, 2011

HONOLULU RAIL TRANSIT STATION DESIGNS

Station Canopy Design



Artist Rendering

Station Platform Design



East Kapolei Station Rendering

Artist Rendering



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UH West O`ahu Station Rendering

Artist Rendering



Ho`opili Station Rendering



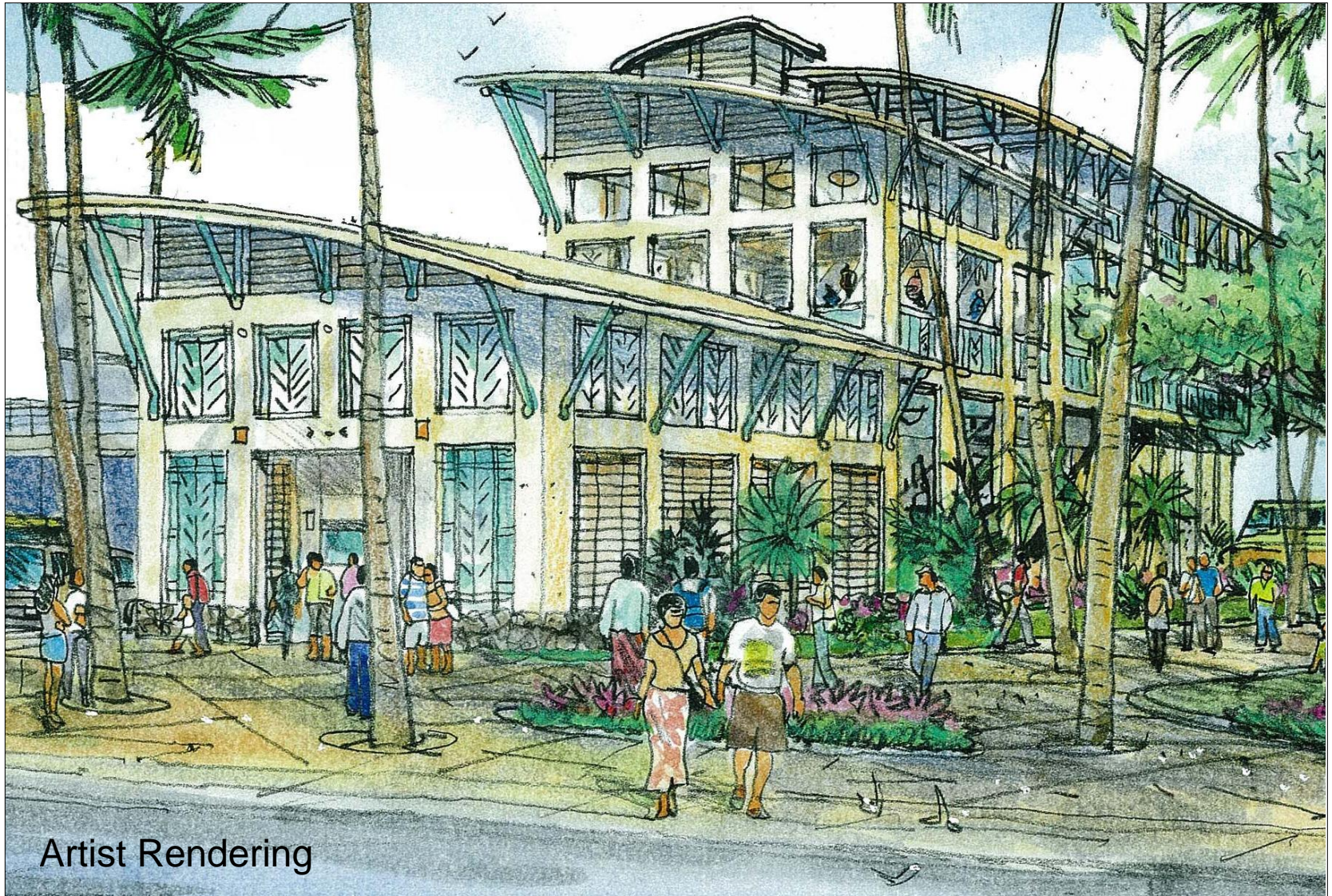
Artist Rendering

Ho`opili Station Rendering

Artist Rendering



West Loch Station Rendering



Artist Rendering

Waipahu Station Rendering

Artist Rendering



LCC Station Rendering



Artist Rendering

Pearl Highlands Station Rendering



Artist Rendering

Pearlridge Station Rendering



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Pearlridge Station Rendering



Artist Rendering

Traditional Cultural Properties

Why Are We Here?

In accordance with the recently executed Honolulu High-Capacity Transit Corridor Project Section 106 of the National Historic Preservation Act Programmatic Agreement, The City will meet with the community to Discuss Traditional Cultural Properties (TCPs).

Why Are We Here?

The meeting will focus on:

- Defining TCP and how it applies to the Project
- Identifying how information is collected and evaluated
- Discussing potential sources of information and locations
- Outlining how information will be used in the future

National Historic Preservation Act (NHPA)

- Requires consultation with Native Hawaiian organizations and other traditional communities that attach religious and cultural significance to historic properties that may be affected by the Project.
- The consultation process includes the following: identifying concerns about historic properties; advising on the identification and evaluation of historic properties; articulating views on the Project's effects on historic properties; and participating in the resolution of adverse effects.
- Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior.
- A TCP is one type of historic property.

What Are Traditional Cultural Properties?

- Properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization may be determined to be eligible for inclusion on the National Register.

NHPA Section 101(d)(6)(A)

What Are Traditional Cultural Properties?

“A traditional cultural property can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that are:

- a) Rooted in that community’s history, and
- b) Important in maintaining the continuing cultural identity of the community.”

National Register Bulletin 38: Guidelines for Evaluating and Documenting Traditional Cultural Properties

What Are Some TCP Examples?

Tomé Hill, along the Camino Real in New Mexico is of traditional religious and cultural significance to many Christians in the area.



What Are Some TCP Examples?

Devils Tower, in Northeastern Wyoming is used by members of many different tribes, especially during the culturally significant month of June.



What Are Some TCP Examples?

Chicano Park, The land beneath the ramps had been promised to the barrio community as a park. When the promise was broken, the community occupied the area and transformed it with trees, flowers and grass and the murals



What Are Some TCP Examples?

Chinatown, in Honolulu is recognized as being of traditional cultural importance because of the activities that take place there.



How Are TCPs Identified?

- Through consultation with knowledgeable people Native Hawaiian Organizations
 - Native Hawaiian organizations
 - Other traditional communities
- Today's goal is to continue the process of identifying TCPs. After we finish identifying potential TCPs, the next step is to evaluate them.

Evaluating Eligibility of TCPs

- TCPs must meet National Register criteria
- The four criteria can be characterized as relating to:
 - A. Important events
 - B. Significant people
 - C. Architectural design/construction methods of merit
 - D. Information potential

Evaluating Effects on TCPs

If the historic property is determined eligible for listing in the National Register, then the Project's effect on that property can be evaluated.

How Are Adverse Effects Resolved?

FTA continues to consult with the consulting parties to avoid, minimize, or mitigate adverse effects pursuant to procedures in the Project's Programmatic Agreement.

What's Next?

- Break out groups
- Review of information from group discussions
- Summary and looking forward

Break Out Groups

1. Are there places along or near the Project area that are associated with cultural practices or beliefs that are rooted in your community's history and are important in maintaining the cultural identity of your community?
2. Who are the best people in your community to talk to and learn about these places and their importance? Would you be willing to help in identifying these people?

Review Information From Groups

Mahalo!

